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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Production Facilities at Dal'dock,
Dairen

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1. The following are approximate yearly production figures at the Dal'dock shipyards at Dairen:

	1948	1949	1950	1951	1952	1953 (plan)
Oil tanker barges 100-ton capacity	100	100	120	130	140	5 - 10
Oil tanker barges 500-ton capacity	-	-	-	-	2*	10- 15
Dry load barges 500-ton capacity	-	5 - 10	10 - 15	10 - 15	15	15
150-hp tugboats	30 - 40	80	80 - 100	100 - 120	50**	-

* Not completed

** Production interrupted in 1952

2. In the summer of 1952 the construction of two 1,200-hp tugboats was started, but by the end of the year they were still not completed, although according to plan they should have been. In March 1953 the construction of five more boats of the same type was started. Diesel engines of 1,200 horsepower and two screws each were supplied from the USSR. These engines were manufactured at a Leningrad engineering works.
3. Boats and barges of the larger type were built in two slipways. Two boats were built simultaneously in one slipway, one boat placed behind the other. A third slipway was under construction.

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4. There were two dry docks, one approximately two-thirds the size of the other; the larger drydock was capable of accomodating the Soviet 10,000-ton tanker SOVNEPHTI. Repair work was of three kinds: general overhauls, medium repair jobs, and light repairs and routine checks. The first two types were carried out in the dry docks except for the finishing stages, which were carried out with the ships floating alongside one of the many piers. If there was shortage of space at the piers two or more ships were tied to each other. During the year 1952 about 12 general overhauls, from 10 to 15 medium repair jobs, and from 40 to 70 light repair jobs were carried out. This is approximately the number of repairs carried out yearly since 1949. During the winter of 1948-49 a Soviet engineer, in order to use the dry dock space more economically, began placing two ships diagonally behind the other and this method came into common usage.
5. During the summer months ships with home ports on the Russian arctic coast, usually come to Dal'dock for repairs. These repairs are carried out with the utmost speed and priority as the ships must return to their home ports before winter.
6. In 1951 the cruiser CHUNGKING, which had been sunk off Hulutao, was raised by Soviet engineers and brought into Dairen port. The cruiser was in the larger dry dock for six months having its underwater damage repaired. The ship had been stripped of all its armament and engines. The turbines were reported to have been sent to Shanghai for repairs. The old gun turrets had been placed on the pier next to the ship.
7. The vessel had been renamed the HUAN HO. This name had not been painted on the hull, but in orders filled out at the yard it was referred to under its new name. The actual damage was believed to be slight and mainly to the stern of the ship; the damage caused by the prolonged submersion seemed to be far heavier. In March 1953 it was being used for the training of Chinese naval cadets, although they were probably doing mainly cleaning, painting and repair work and not receiving actual naval training on the ship. Between 60 and 80 of these naval cadets reported daily in two trucks. The pier at which the cruiser was moored was restricted to everyone except the cadets and the sailors guarding the ship. No power was maintained on the ship and no one lived on board except the guards.
8. There were between 6,000 and 6,500 employees in the Dal'dock Shipyards in 1948. Since then the number has gradually increased, reaching nearly 9,000 in 1952. Almost all the Chinese employees of the yards were members of the Communist labor union; about 50 percent of the local Russians were members. During the Korean war all Chinese employees were twice compelled to make a contribution equivalent to one day's wages to the Chinese war effort. The Russians were not urged to make this contribution and did not volunteer to do so.

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